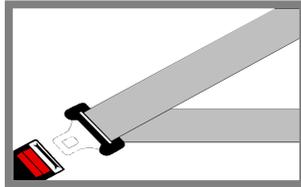




# SAFETYGRAM

February 2004



**SAFE WINTER DRIVING TIPS** – The way we normally drive in dry/clear conditions should not be attempted when driving in winter weather conditions, but some people learn the hard way. While traveling where you can come in contact with winter weather, it is important to be prepared for these conditions. Ensure your car is ready for the cold winter weather. Check your antifreeze, tires, etc. When driving on snow or ice covered roads, keep your distance from other vehicles; don't tailgate. Remember that you need at least twice the normal distance from the vehicle in front of you. Also, it's recommended that you keep jumper cables, shovel, road salt/sand (for traction), flashlight, basic tools, first aid kit & windshield scraper in your car. If you're traveling where there is snow, add blankets, extra winter clothing, non-perishable foods, a bright colored cloth (tie on antenna if stranded), radio and if available, a cell phone. Don't become another winter statistic; be prepared for winter conditions.



You may not always recognize the importance of safety training or even think it's necessary. After all you're a seasoned worker and you've "been doing it this way for years" and nothing really bad has happened, YET! But, when work becomes routine alertness dulls and

a relaxed attitude replaces the caution you once had when the job was new and interesting. Work performed with little conscious thought actually increases the odds of an accident occurring.

Periodic safety training is a reminder that danger while at work will always exist and it doesn't matter if you're been doing your type of work for just a day or twenty years no-one is immune to an accident. Accident's do not discriminate and will ruin your life if you allow it. Remember, safety training can only be effective if you use what you've learned.

All DOD Navy personnel, Military and Civilian, must receive safety training on a monthly basis. You can easily determine the safety training required for the tasks your personnel require by reviewing your Activity Executive Summary from the Virginia Beach Safety Storefront. There are lesson plans, presentations, monthly training and a number of other resources available on our website at [www.nasoceana.navy.mil/safety](http://www.nasoceana.navy.mil/safety).

## Prevention of Sports Injuries- Snow Skiing



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### PERSONAL FITNESS:

- ❑ Pace yourself; don't do too much too soon when conditioning for ski season.
- ❑ Be aware of your personal fatigue level. Skiing injury rates peak in mid-afternoon to late afternoon; fatigue is a significant risk factor in skiing injuries.
- ❑ When preparing for ski season, begin participating in activities specific to skiing, such as using the indoor ski machine and upper and lower body muscular fitness exercises. This will strengthen the connective tissue (muscle, bones, ligaments, and tendons) and will provide a good aerobic foundation = decreased chances of injury occurrence during snow ski season.
- ❑ Beginner skiers or low ability skiers may be more susceptible to injury.
- ❑ Remember to warm-up and stretch at least 5 – 10 minutes before skiing.

### EQUIPMENT:

- ❑ Use equipment advantageous to injury prevention. The design and function of equipment contribute a great deal to the safety of skiing (multimode release bindings and modern midcalf-height boots).
- ❑ Note that research is suggesting that new aggressive double-poling and V-skating methods are leading to an increase in soft tissue and bony stress fractures.
- ❑ In Alpine skiing injuries, the ski-pole grip may cause an injury to the thumb. Those using a grip with a broad superior plate are more likely to obtain gamekeepers thumb (hyperextension/abduction injury to the thumb).

### TRAINING / TECHNIQUE:

- ❑ Avoid participation in high risk behaviors, - i.e., showing off, hot-shotting, etc. Stick to skiing as the singular sport you are participating in.
- ❑ The ski racing technique, when the pressure to the ski edge is applied posteriorly on the ski, offers less control and places the racer at increased risk for ACL ligament sprains.
- ❑ Lunging across the finish line while "sitting back on the tails" places the skier at risk and should be discouraged.
- ❑ Contact a local MWR Trainer for additional information on skiing conditioning and safety guidelines.

### ENVIRONMENT:

- ❑ Be aware of the environment around you. Be cautious of the potential for avalanche. Be aware of potential environmental hazards such as trees, bushes, other skiers, etc.
- ❑ Dress for the sport to prevent cold injuries such as hypothermia and frostbite. Layered clothing is recommended. Accessories such as glove liners, masks, etc. are also recommended for skiers.
- ❑ Alcohol consumption should be discouraged as it promotes heat loss.
- ❑ Liquid and nutrition replenishment is recommended to decrease exposure-related illness.

### NOTES:

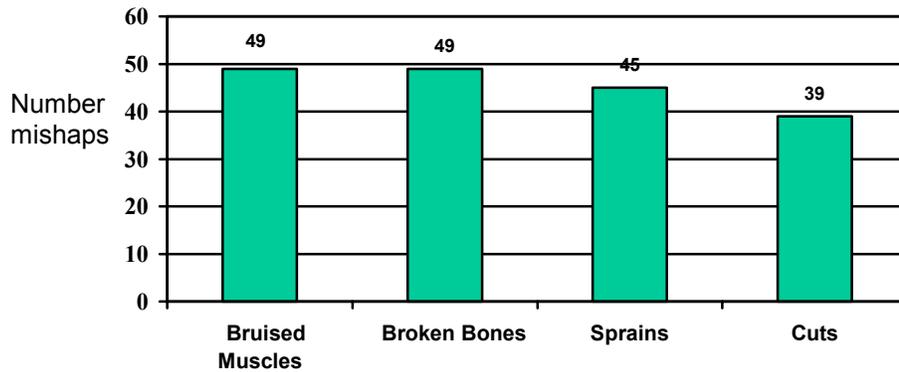
- ❑ Most injuries in skiing are the result of a fall.
- ❑ Skiing fatalities most commonly occur due to heart attack, trauma to the head and neck, and hypothermia.
- ❑ A history of prior injury to an extremity indicates an increased risk of re -injury.

REFERENCE: Caine, J., Caine, C., and Lindner, K. Epidemiology of Sports Injuries.. Human Kinetics Publishers, Inc., 1996.

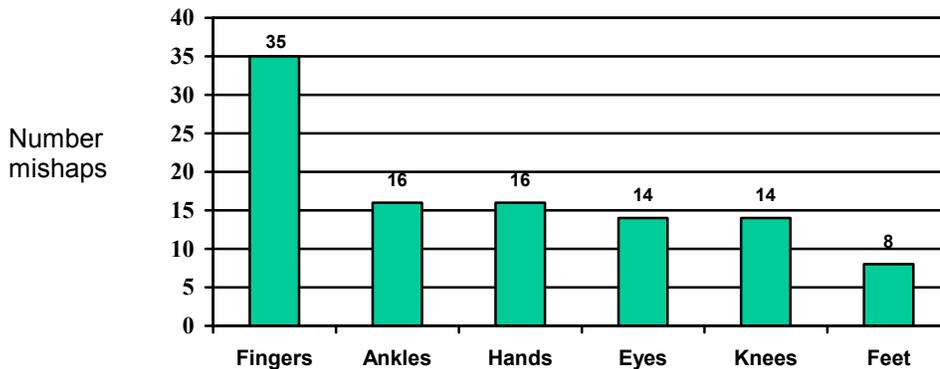
## FY-03 Mishaps

Below are summaries of the highest incidences of mishaps and the body parts affected for mishaps that occurred at NAS Oceana in FY-03. 86% of the mishaps were the result of human error- i.e., **AVOIDABLE!!** 42% occurred off-duty- playing basketball, moving furniture and many other everyday tasks we all perform- many times without giving thought to the safety risks involved. Fingers are a very vulnerable part of the body and should be protected with PPE whenever possible- even off duty. More analysis will be presented in future newsletters.

**Mishaps by Type  
Highest Incidences  
NAS Oceana-FY-03**



**Mishaps by Body Part  
Highest Incidences  
NAS Oceana-FY-03**



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